

Agency: Commerce, Community and Economic Development**Grants to Municipalities (AS 37.05.315)****Grant Recipient: Homer****Project Title:****Homer - Spit Trail Completion/ Harbor Pathways****State Funding Requested: \$ 150,000**
One-Time Need**House District: 35 - R****Brief Project Description:**

Complete feasibility study for new boat harbor to serve commercial and Coast Guard needs

Funding Plan:**Total Cost of Project: \$1,326,500**

	<u>Funding Secured</u>		<u>Other Pending Requests</u>		<u>Anticipated Future Need</u>	
	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>	<i>Amount</i>	<i>FY</i>
Federal Funds	\$476,000	07, 08	\$300,000	09		
State Funds	\$150,000	07				
Local Funds	\$143,000	08	\$107,500	09		
Total	\$769,000		\$407,500			

Detailed Project Description and Justification:

This project will complete the feasibility study (including Environmental Impact Statement and economic analysis) for a proposed new boat harbor in Homer.

In 2004, the U.S. Army Corps of Engineers completed a reconnaissance study and determined there is a federal interest in constructing a new boat harbor at Homer. ACOE is now partnering with the City of Homer and Alaska Department of Transportation on the feasibility study.

The proposed new harbor would range in size from 11 to 15 acres. It would enhance harbor capabilities by:

- accommodating the large commercial vessels (fishing vessels, workboats, landing craft, tugs, barges, etc.) that are currently congesting the harbor at System 4 and System 5 transient floats, rafting two and three abreast due to shortage of moorage space at the floats, thus overstressing the floats;
- enabling Homer to accommodate and moor the additional 40 to 60 large commercial vessels that potentially would use Homer Harbor as a home port but which have in the past been turned away due to lack of space;
- providing a long-term solution to mooring problems the USCGC Hickory experiences on Pioneer Dock during the northeasterly storm surges and to the security problem faced by both the USCG cutters home-ported at Homer. These vessels are unable to maintain an adequate security zone around their current moorings in the existing small boat harbor (USCGC Roanoke Island) and on the Pioneer Dock west trestle (USCGC Hickory).

The Port of Homer and Homer Small Boat Harbor are regional facilities serving and supporting the northern Gulf of Alaska, Prince William Sound, Cook Inlet, and Kachemak Bay and are also a "place of refuge" for Gulf of Alaska, Cook Inlet, and Kennedy Entrance marine traffic in event of severe weather or machinery malfunctions.

The proposed new harbor basin will be dredged to minus 20 feet Mean Lower Low Water (MLLW) to accommodate large commercial vessels so they will not touch bottom on the lowest tides of the year (minus 5.6 feet). It will need to be dredged

to minus 22 feet MLLW in the entrance channel, fairway, and one side of the basin to accommodate the USCGC Hickory at the proposed Coast Guard float. The new basin will provide the security zone and private moorings for the U.S. Coast Guard vessels at one side and will accommodate the large, deep draft commercial vessels at the other side.

Project Timeline:

The feasibility study, a 3-year process, is expected to be completed by the end of 2009.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

N/A for feasibility study. City of Homer and ACOE for harbor.

Grant Recipient Contact Information:

Contact Name: Walt Wrede

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Has this project been through a public review process at the local level and is it a community priority? ☒ Yes ☐ No



City of Homer Capital Budget Request • FY 2009

SPIT TRAIL COMPLETION/HARBOR PATHWAYS

PROJECT DESCRIPTION & BENEFIT: Homer's popular Spit Trail currently dead-ends at the Nick Dudiak Fishing Lagoon. The proposed project will complete the trail with a board walkway along the southwest side of the harbor to the End of the Road Park at the tip of the Homer Spit. A short separate walkway, Coal Point Trail, will connect this trail at the Alaska Marine Highway Terminal to Coal Point Park to permit visitors to safely view commercial fishing unloading activities at the Fish Dock. When the project is completed, it will provide a non-motorized transportation route from the tip of the Spit to downtown Homer.

In addition to providing recreation opportunities, this project also serves a public safety purpose as there are few options for walking on the end of the Spit except on the road. Separate walkways will funnel pedestrians away from the heavy fish-buying and unloading operations while allowing viewing from a safe distance. Construction of the harbor pathways will also open the area to future economic growth that is compatible with overslope boardwalk development.

PLANS & PROGRESS: Progress on this project, which was once scheduled for completion with TRAAK funding, stalled when funding for the TRAAK Program was eliminated in 2003. However, it remains a City of Homer priority, as expressed in City Council resolution 06-72 in which the City "hereby requests that ADOT/PF find a creative, alternative method of funding this vitally important project." The City of Homer has pledged to provide 25% local match, assume maintenance and operations responsibility for the trail, and assume ownership and maintenance and operations responsibility for W. Bunnell Avenue, Ohlson Lane, and E. Mission Road as well if ADOT completes the Spit Trail. The project has been awarded \$63,000 in National Scenic Byway funds due to its proximity to the ferry terminal. An additional \$65,000 was appropriated by the Alaska Legislature for FY2008.

Cost: \$1.5 million

Schedule: 2008-09

STATE REQUEST FOR FY 2009: \$250,000

